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HONGKONG, THURSDAY, JUNE 9, 1921

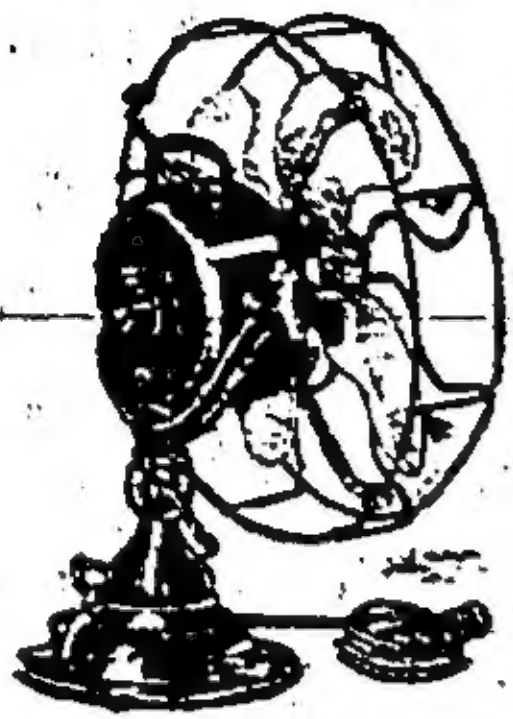
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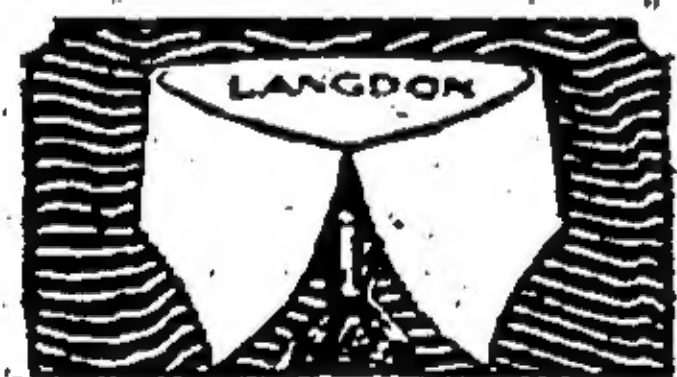
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## TO-DAY'S CABLES.

(Reader's Service to the China Mail)

### WAR WITH TURKEY.

SENSATIONAL LONDON RUMOURS.

NO ORDERS TO NAVY.

LONDON, June 8.

Some of the newspapers in London are giving prominence to a "war menace" in the Near East, and publishing reports of the imminent arrival of British warships at Constantinople to help the Greeks against the Turkish nationalists who recently adopted a strongly anti-British attitude, refusing to release British prisoners, and declaring that British ships would not be allowed to enter Turkish ports. They also executed a British Indian (who was trying to promote a Turco-British rapprochement) on a charge of espionage. It is authoritatively pointed out that the British government has not yet decided its attitude thereon, consequently no orders have been given to British warships to participate in operations against the Turkish nationalists.

### DECONTROL HOME FARMER.

COUNTRY CANNOT AFFORD COST OF PROTECTION.

LONDON, June 8.

Sir A. Boscawen announced in Parliament that as the country was unable to afford the State's liability under the agriculture act, the policy of guaranteeing minimum prices for wheat and oats would be terminated at the earliest possible date. This involved repeal of the provisions of the Act relating to minimum wages and state control of cultivation. Guarantees would be given with regard to the wheat and oats harvest this year but as from a certain date after this harvest it was proposed to decontrol agriculture altogether.

### UNEMPLOYMENT AT HOME.

GOVERNMENT CUTS DOLES.

TWO MILLION RECIPIENTS.

LONDON, June 8.

In the House of Commons, Mr. Macnamara introduced a bill amending the unemployment insurance act. He pointed out that two million men and women in the United Kingdom were wholly unemployed, and millions more were on short time. The government was paying unemployment benefit at the rate of two millions sterling a week while the income from contributions was below £300,000. The insurance fund, which was 22½ millions sterling in March, was now only 8½ millions. Therefore the government was compelled to reduce the benefits as from July 4 to fifteen shillings for men and twelve shillings for women, and to increase the contributions. The estimated maximum liability of the Treasury under the readjusted scheme would be sixteen millions sterling, which would be repaid as things became normal.

### EXPORTS CREDIT BILL.

DOES NOT AFFECT FAR EAST.

BUT MAY BE EXTENDED.

LONDON, June 8.

In the House of Commons the Exports Credit Bill was read a second time. Mr. George explained that the bill gave the Board of Trade power to extend the original act to the British Empire and mandated territories, though at present the scheme was not extended to India or the British possessions in the Far East.

### THE AUSTRALIANS AT BRISTOL.

BIG BATTING PERFORMANCE.

BRISTOL, June 8.

Seven thousand people attended. The weather was dull and the pitch fast, suiting the batsmen, although rain interfered towards the end. The Australians scored 421 for three, Mayne contributing 79, Bardsley 132 (including seventeen fours) and Macartney 149. Bardsley's is described as a "brilliant" innings, while Macartney hit freely and scored many boundaries.

### SINX FEIK IN ENGLAND.

TELEGRAPH WIRES CUT.

LONDON, June 8.

Four suspected wirecutters were arrested near Birkenhead after a pistol fight with the police.

### REBELS IN A GATEACRE WOOD.

LONDON, June 8.

The wirecutters were surrounded in a wood near Gateacre all night but escaped at daybreak.

### WAR OFFENDERS.

BELGIUM'S FIRST CASE ON.

THE GERMAN TRIALS.

LEIPZIG, June 8.

The trial has opened of the first case on Belgium's list. A student named Max Randoehr, a German secret military policeman in Belgium, is charged with unjustifiable arrests.

### MEXICO TAKES PETROL.

HEAVIER EXPORT DUTIES.

MEXICO CITY, June 8.

President Obregon is increasing the export taxes on petroleum by an average of 25 per centum, the proceeds to be devoted to the liquidation of Mexico's foreign debt.

## THE DOLLAR.

To-day's closing rate 2/6 5/8  
To-day's opening rate 2/6 5/8

## SPECIAL CABLES.

### STEAMERS COLLIDE.

ONE MAN MISSING.

MIDNIGHT COLLISION IN STRAITS  
OF MALACCA.

[China Mail Special.]

SINGAPORE, June 8.

At midnight the "Yokohama Maru" and the "Indo Maru" had a collision in the Straits of Malacca five miles from Tohor Light. The "Indo Maru" was beached. The "Yokohama Maru" is coming on to Singapore with the crews and passengers. One man is missing from the "Indo Maru."

The local office of the Osaka Shosen Kaisha has received the following cable from its Singapore office: "Indo Maru, collided with 'Yokohama Maru' at midnight on June 7 five miles off Tohor Light in the Straits of Malacca. The steamer probably may be brought back to Singapore by tugboat." The damage to cargo has not yet been estimated and the future movements of the steamer are not known.

The "Indo Maru," an Osaka Shosen Kaisha boat on the Japan-Bombay run, left Hongkong for Bombay, via Singapore, on May 27 with some passengers and general cargo. The local office of the Osaka Shosen Kaisha has no information about the man reported in the cable from our Singapore correspondent to be missing from the "Indo Maru." The Nippon Yusen Kaisha, owners of the "Yokohama Maru" had received no advices from Singapore this morning regarding the collision. "Yokohama Maru" was on the return voyage from London. She was due in Hongkong on June 12.

The "Indo Maru," formerly the "Indrapura," is a steamer of 4,984 tons, registered at Osaka. She was built at Glasgow in 1897 by C. Connell & Co.

The "Yokohama Maru," a twin screw steamer of 6,147 tons registered at Tokyo was built for the Nippon Yusen Kaisha by the Mitsui Bishi Dockyard and Engineering Company, Nagasaki. Both vessels are fitted with wireless.

### INTERPORT TENNIS.

HONGKONG BEATS SHANGHAI.

NORTHERN PLAYERS "OUTPLAYED."

SHANGHAI, June 9.

Hongkong won the interport tennis doubles, winning three straight sets. Shanghai was outplayed absolutely. Ng Sze Kwong and M. W. Ho of Hongkong beat Pot and Mansel Smith of Shanghai 7-5, 6-4, 8-6.

### ABORTIVE SHANGHAI STRIKE.

ORGANIZER, QUILTS.

IS HE A BOLSHIEV HIRLING?

SHANGHAI, June 9.

Following the desertion of the leaders, the carpenters' and masons' strike has collapsed on the eve of the dragon boat festival. The men are bitter against Wong Kung Sung, the organizer of the strike, who is believed to be a Bolshiev agent. Search is proceeding to locate his whereabouts.

### OBITUARY.

MR. CHARLES CHING.

The death occurred yesterday at the residence of his son in Kowloon of Mr. Charles Ching of Sha Tau Kok. Mr. Ching, who was 72 years of age and has long been in failing health, returned about five years ago from Australia where he had lived for about 40 years. Four children survive him—two sons and daughter in Hongkong, a daughter in Canton and another in Australia.

### BOWEL COMPLAINT IN CHILDREN.

DURING the summer months mothers should watch for any unusual looseness of the child's bowels. When given through attention at this time serious trouble may be avoided. Chamberlain's Colic and Diarrhoea Remedy has always been depended upon. For sale by all Chemists and Druggists.

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## BIRTHS.

MITCHELL.—On June 8, at the Matilda Hospital, to Dr. and Mrs. I. E. Mitchell a daughter.

HABECOST.—On June 2, at Shanghai, to Mr. and Mrs. Alexander Habecost, a daughter, (Rachael Sessal Rebecca).

SMITH.—On May 28, 1921, at Har-kow, to Mr. and Mrs. Donald I. Smith, a son.

## DEATH.

McDOUGAL.—On May 15, 1921, at Sourabaya, Daniel McDougal, Chief Engineer, s.s. "Nancy Moller," aged 57 years. A native of Dumbarton, Scotland.

## The China Mail.

TRADE, JUSTICE, PUBLIC SERVICE.

HONGKONG, THURSDAY, JUNE 9, 1921.

## SHIPS OFFICERS AND SMUGGLERS.

There may be ships officers on our coast who are smugglers, but there are more who detect them as a nuisance. They increase work and responsibility. Some recent magisterial remarks about "neglect" by engineers (in connection with a smuggling case) are, we understand, to be queried by the Guild. Meanwhile, there are a few points which require airing, and one or two things that should be done. If, for instance, on the occasions when a run of opium is discovered, not uncommon for Chinese engineers to "desert." That looks as if Chinese engineers do not get proper discharge papers issued to them, or how could they get another ship? It is said that in one case the third engineer was actually reported to the Harbour Office as a deserter, and

yet was signed on as second on a ship lying on the other side of the same wharf! Such cases as that should not be possible. We are all the more disposed to suspect irregularity regarding discharges in the cases of Chinese sailors, because we know that at Hongkong there is some slackness over the discharges of white officers. Singapore is much more strict, following the Home regulations. Now, it is clearly to the interest of the authorities, and also of the owners (who are fined for what their crews do) to thwart the smugglers in every possible way. More strictness in the matter of discharge papers would thwart a lot of them. Another point. On some of the local steamers, owing to past piracies, there are armed guards. These men are actually police, on the police pay roll, the owners paying, we understand, direct to the Police Department, which retains disciplinary control over these men. They are there to prevent arms smuggling. Why should they not watch for opium as well? To put all the onus of prevention on ships officers, who have their own work to do, is not fair, either to them, to the owners, or to the public. But as an immediate, practical suggestion, who is likely to object to a new regime of strictness as regards discharges, making it impossible for a man to sign on a ship till he can show fair quitance from his last one?

## OUR LOCAL COAL STRIKE.

We have nearly had a 1x1 coal strike, not of coal miners, but of the indispensable coolies who load and unload ships. These drudges have at last got a Guild, or Trade Union, and have rebelled against a rate of pay which has shocked everybody who heard it mentioned. It is gratifying to hear that a settlement has been reached without a strike, and that the men are to be better

treated as regards pay and conditions. But the report in the *Daily Press* yesterday morning was very confusing as regards figures. The coolies who work regularly on the basis of a monthly wage are to have \$19 instead of \$15. They had asked \$19. Presumably the employers are congratulating themselves on a saving of fifty cents per man as a result of their haggling negotiations—a sort of moral victory for the principle of never giving enough to content a worker. The figures we find confusing are those now to be contrasted with these. The "casual" coolies, presumably a sort of reserve force of labour, were getting only 13 cents an hour, and are now to have 26, an increase of 100 per cent. They must have been grossly underpaid at the former rate, and part of the increase ought by right to be retrospective! Or why give them so much more now. If they work only 120 hours a month, they get more than twice as much as their regularly employed colleagues, or \$31.20! The real grievance as we understood it was that casuals taken from the street were getting more than the professionals. Another puzzling announcement in connection with the settlement is that the employers wanted the casual coolies to work up to 6 p.m. instead of knocking off at 4 o'clock as now, and that a "compromise" was reached. This was that winchmen and others whose work makes no excessive strain on their physical energy will work until five, while the others whose physical labour is continuous will finish at four. It is not explained what use the winchmen can be after the coolies have stopped. There are further complications in the way of a food allowance of five cents which the employers are to contribute, and concessions as regards rest spells. Also a peculiar sliding scale of hours that is not mentioned. These leave the public very much in the dark as to the real effect of the settlement, but that cannot matter so long as the men know what they are getting, and are satisfied.

## CABBAGES AND KINGS.

Guatemala, Salvador, Honduras and Costa Rica, central American countries lying between Mexico and Panama, have federated into one Republic. Nicaragua holds aloof, but is benevolent, and may join later. The new republic will be known as Federated Central America, and be under one president. Each State, as the former countries are, now regarded, elects Federal Councillors for a five-year term, and the Federal Council so constituted will choose a president and vice-president annually. The Federation will refuse to recognize any federated State whose Head has come into power through a revolution. So an end is promised to the ceaseless revolutions for which this part of the world was famous, and no new O. Henry will be able to get thence that sort of material for that sort of story. It will be seen that the Federation of Central America has a constitution somewhat on U.S.A. lines, but with the important modifications already mentioned. Foreign treaties made by the separate states in the past will be respected. The Government is to be republican, popular, representative, and responsible—so that we in Hongkong cannot afford to indulge in any sneer at it, even if we felt so disposed.

## LOCAL AND GENERAL.

The approaching wedding is announced of Mr. J. A. Gonzales, of 31 Austin Road, to Miss C. M. Rozario.

Rescued from the water near Blake Pier yesterday afternoon by an Indian constable an unknown Chinese woman died soon after being dragged into safety. Her remains were removed to the public mortuary. The case is thought to be one of suicide.

Mr. G. H. Davis, manager of Messrs. Kelly & Walsh, Yokohama, with Mrs. Davis and their two children left on the steamer "Persia Maru" for Victoria en route to England on furlough. Mr. Davis is expected to return to Yokohama about the end of the year.

General Wood is touring among the aborigines, and from every place where he stays it is telegraphed that the natives show no desire for self-government. This is quite after the approved method. In one out-of-the-way place the General's motor-car fell into a river, and General Wood hauled on the rope with which it was dragged out.

A private letter received in Kobe from Poland says that the Polish currency is now the lowest of all currencies existing. Even the Russian rouble, which to people here in Japan seems to be almost valueless, is in Poland regarded with respect. The exchange was, in March, 180 roubles for 900 Polish marks. An English pound is worth well over 10,000 marks. Such is the result of militarism in Poland.

## LOCAL AND GENERAL.

Madam Schumann Heineck, the famous vocalist, arrived by the s.s. "Montezuma" yesterday.

According to the Hankow *Sie Wan Pao* the three Marshalls in their departure from Peking have taken away with them cash and National Bonds to a value of nearly \$10,000,000.

A huge brass incense burner, worth more than \$10,000, which was presented to Mr. Hsu Yuan, Commissioner of Foreign Affairs, by the Honan people prior to his coming to Shanghai last year, was stolen from the Bureau of Foreign Affairs on Tuesday. Nothing else was found missing.

The fall of the three airplanes causing the death of one pilot and the injury of the other two will be regarded by Omotokyo fanatics as confirming evidence of the sect oracles that the gods of Omotokyo forbid the flight of aircraft over the holy precincts of the religion's headquarters, says the *Japan Advertiser*.

A telegram has just been received stating that Mr. Jorge R. d'Oliveira, late Consul-General for Portugal in Shanghai, has been transferred to the Portuguese Legation in Berne, Switzerland, at the expiration of his leave of absence. Mr. d'Oliveira during his stay in Shanghai, despite the unpropitious commencement of his term there where he was shot at by one of his nationals, proved himself a most able official and made a large circle of friends who will rejoice in his promotion.

So another of Mr. H. G. Wells's forecasts has come true, remarks a writer in the *London Daily News*. It will be remembered that in "When the Sleeper Wakes" there were machines which bawled out the news of the day for the edification of London crowds. Now we have the so-called "stentophone," whose admonitions are at present confined to "Pass along, please," and such-like adjurations. But will it stop here! Skysigns have one merit—they make no noise—but shall we soon have the virtues of somebody's beer or pills shouted at us as we wait in a traffic block in Piccadilly-circus? I fancy the police will have something to say to it.

With the close of the Far Eastern Olympiad one of the most remarkable, if not actually the most remarkable, gatherings of its kind that has ever taken place in Shanghai, or, for that matter, in the Far East, will be a thing of the past, says the *Shanghai Times*. The interest taken in the games has exceeded all expectations and certainly augurs well for the healthy condition of sport in its various branches in China and the Far East generally. Many of the display have been of a high class order and worthy of comparison with anything of the kind in any part of the world. It is a good and a hopeful sign that athletics evince so much interest in the Far East. All honour to those who have taken part and to those who have so successfully conducted so gigantic an undertaking.

## "A GOOD HIDING."

## SMALL APPRENTICE BEATEN.

MAGISTRATE HOLDS CUSTOM CONDONED PRACTICE.

That the beating of erring apprentices is "a custom of the country" was again asserted at the Magistracy this morning when the Chinese youth employed by a Chinese printing establishment in Third Street, West Point, was again brought before Magistrate Orme on a charge of having beaten a boy apprentice with a cane, causing severe injuries.

Inspector Appleton reported that the master of the shop still could not be found. He had referred the lads to the S.C.A., who had referred them back to the Court. The Inspector added that it appeared the small boy had been well fed and cared for, but of course, that did not excuse the rough treatment he had received at the hands of the defendant.

The Magistrate: The trouble is that you must abide by the custom of the country. Look back into our own lives. A hundred years ago, such a thing was looked upon as nothing at all.

Inspector Appleton: Yes, but I would be failing in my duty if I did not bring the case to Court.

The Magistrate: I quite appreciate that. The whole difficulty is the question of custom. A hundred years ago, for instance, it was our practice to skin seals alive, and no one thought anything of it. Now it is considered cruel. The Chinese are less advanced in such matters, and still follow many old customs.

Inspector Appleton: I leave it to your Worship. I have done my share.

Addressing the defendant, the Magistrate said: You have a right to chastise the boy, but not so severely. According to our custom it is not right to hit a person on the head. I don't know if it is the Chinese custom, but in any case, don't do it again. This time I will fine you \$3 with a caution.

## TRADE DEPRESSION.

GREET THE UNSEEN WITH A CHEER.

## THE DANGER OF DESPONDENCY.

Mr. W. J. Noble, Late President of the Chamber of Shipping of United Kingdom writes in the *Journal of Commerce*.

In these days of trade depression nothing is more necessary than confidence, confidence in ourselves and confidence in the future of our country. A few months ago we were a nation of optimists. Now, forgetting the obvious consequence which a policy of pessimism is bound to bring with it, we are indulging in an orgy of gloom.

What a difference one short year has made in our outlook! In the early months of 1920 trade was booming. Wages were high, profits were good, orders were coming in faster than we could fulfil them. Our prosperity seemed assured, and we were happy.

To-day the reverse is the case. Wages are coming down. Profits have in many cases disappeared. Orders have to be anxiously sought for, and we go about with long faces in the process. We are suffering from an attack of that most deadly of all diseases which can attack a commercial people—"cold feet."

## AN OBSTACLE TO PROGRESS.

Now, while I admit that the unreasoning optimism is as great a hindrance in business as he is an unmitigated nuisance in private life, I hold very strongly that the present wave of pessimism is a very real obstacle to our progress. My own view is that the only safe course is to forget the thorough-going optimism of last year, to ignore the equally thorough-going pessimism of to-day, and to seek guidance from a sober investigation of the facts of the industrial situation as it develops from day to day.

Such study gives good ground. I believe, for striking a note of reasoned confidence in the future, chastened, it may be, but sound.

Let me take the case of the industry with which I am myself associated—the shipping industry. In no case does the gloom seem more intense.

We have been told, and told by men whose words carry weight in all shipping circles, that since the end of the war there has been over-production in the various branches of the industry, and at the moment the fact undoubtedly is that there is more tonnage available than the world actually needs.

But the conclusion I draw from that is not that the industry has by its own action brought about the present slump, but that the enormous reduction in normal overseas trade has inevitably affected the industry. With the great interdependence of all industrial undertakings no one branch of our national life can suffer without causing disturbance in all the others with which it is associated.

## "COLD FEET."

As a matter of fact, so far from the increase in the ordinary mercantile marine being excessive, it is really short of what it would normally have been by seven million tons or thereabouts. This fact of itself gives cause for hope. At the moment, it is true, shipbuilding has come to a sudden end, and for some time the number of new bottoms laid down is likely to be small. But, and this is the point I should like to emphasize, as trade is resumed on a normal scale, it will bring prosperity with it to the shipowner and the shipbuilder. We are in a position to-day to take advantage at once of any sign of trade recovery, and as soon as world conditions become more stable shipping will be able to take care of itself.

I have no fear for the future, provided we get over our present attack of "cold feet." We need the long view to-day more than at any other time in the whole course of our history. For then, indeed, we shall be prepared to "greet the unseen with a cheer," confident in our ability to win.

## PAINFUL ACCIDENT.

## BOY FALLS ON RUSTY SPIKE.

## ARM FIRED.

Surprised by a constable while sitting with several other urchins on the window ledge of the New Victoria Cinema Theatre, whence it was possible to get a glimpse of the performance, a 16-year old Chinese boy made a leap for freedom. On landing on the ground, he stumbled and fell heavily on an iron fence with the result that his left arm was transfixed by one of the sharp spikes. He was removed to the Government Civil Hospital unconscious. As the spike was in a very rusty condition blood poisoning is feared. It may be necessary therefore to amputate his arm to save his life.

## AMERICA'S SHIPPING.

HOW IT WAS BUILT UP.

## A TREMENDOUS TASK.

The story of America's new merchant marine, as told by Mr. Edward N. Hurley, formerly chairman of the United States Shipping Board, has just been published in the *Century* Foreign Trade series, by Messrs. Gay and Hancock, Limited. The building up of that marine is the biggest effort of the kind the world has seen, and whatever the outcome is its history will probably be valuable for all time in the eyes of shipowners, politicians, and economists generally. The new marine is handicapped to some extent by the fact that ships had to be built hurriedly during the war, and many of them cannot be used profitably in overseas trade in competition with British and other ships which would be pitted against them. Mr. Hurley maintains, however, that a great part of the fleet is first rate, and that American steamship companies could make money by using it, if they would try, despite the fact that they have had little or no experience of management. It is not their interests, however, that he is thinking most of; the full employment of the great war-time industrial plant under peace conditions is his chief concern.

He sees that it is not good for American industry to be more dependent upon foreign than upon home shipping, and is anxious that the people should take the view that American goods must always be carried in American bottoms. He goes so far, indeed, as to insist that both imports and exports should be treated as American from this point of view, meaning thereby that hardly a solitary ship from another country should ever have business in American waters. This, of course, is absurd, and we do not think the American people can be cajoled into adopting so extreme a view. Mr. Hurley says himself: "Up to the early part of 1920, when this is written, American ships frequently sailed abroad half loaded and almost invariably returned empty, while foreign vessels plying the same routes always sailed from American ports with full cargoes and usually had something in their holds on the inbound voyage." We have no doubt that that was the case, and what is more, it is likely, we think, to continue for some years, if not permanently. Existing shipping interests are not easily ousted, especially by inexperienced managers, and when imports are largely shut out by tariff barriers, which compel American ships to make many return voyages in ballast, the outlook is worse still.

## OTHER AMERICAN HANDICAPS.

Mr. Hurley says that one of the most difficult tasks in which he ever participated was the effort to convince American steamship men that it is possible to operate ships under the American flag in competition with those of other nations. This, he tells us, was not because they were dense but because the industry has always been fast in the iron grasp of tradition. "For 50 odd years it has been an accepted fact that one of the chief reasons why the American flag has not returned to the ocean is the higher rate of wages paid to American seamen. When the Shipping Board pointed out that the wage and subsistence items combined never constituted more than 12 per cent of the operating costs of a steamer, the attitude of the steamship men did not change in the least." They knew, of course, that high wages were not the only handicap. "We have had the same experience (Mr. Hurley continues) in dealing with the blanket complaints against the navigation laws of the United States. Until the middle of 1919 the tonnage measurement rules, the provisions for seamen's quarters, and the regulations for lifeboat equipment, and the regulations of the Steamboat Inspection Service were all alleged to impose obligations that rendered the profitable operation of American-flag ships impossible. I do not undertake to say that our navigation laws cannot be improved upon, but I do feel sure that the sweeping charges that have been made against them, but never substantiated, have derived most of their momentum from tradition." Mr. Hurley points out that American steamship men adhere to their demands for a Government subsidy in one form or another, and says that this is one of the things that the modernisation of the business and the infusion of new blood must change, as no progress can be made by persons who continually wall that they cannot compete. It is probably true that shipowners, like other American business men, are too prone to look for Government help, but it can, at least be said that they know as well as Mr. Hurley, if not better, where the shoe pinches. Here is a pertinent fact which Mr. Hurley himself cites: "Imports of foreign merchandise into the United States during 1919 aggregated \$3,000 millions, and were the largest in our history, both in

## "UNQUESTIONABLY OUTCLASSED."

## HONGKONG CRICKETERS DEFEAT.

## INTERVIEW WITH CAPTAIN.

## HOPE FOR THE FUTURE.

"Nothing short of a miracle would have enabled us to beat them," declared Mr. G. R. Sayer, captain of the Hongkong cricket team which has just returned from playing at Shanghai, when discussing the tour with a *China Mail* reporter to-day.

"We were unquestionably outclassed," Mr. Sayer went on to say "and we would have needed a very big slice of luck indeed in order to have won the match. It would, however, have made big difference in our favour if we had won the toss. Shanghai were fortunate in striking the top of their form right at the beginning of their cricketing season—our team, on the other hand, had played through the season here and went upon to Shanghai feeling if anything, a little bit stale.

A feature of the match at Shanghai, according to Mr. Sayer, was the batting of Captain Barrett who, he said, gave an absolutely faultless display. Hongkong's fielding on the first day of the match was, he declared, excellent.

Mr. Sayer paid a warm tribute to the arrangements made in Shanghai for the team's comfort and entertainment. Shanghai, lived up to its reputation for hospitality and they had a thoroughly enjoyable time. As soon as the team arrived they were dined, by way, Mr. Sayer said, of an "ice breaker," and after that there were more dinners and concerts and theatre parties.

Asked for his views as to the future of Hongkong cricket, Mr. Sayer expressed the belief that the outlook was quite bright. The team which played at Shanghai was, he pointed out, a comparatively young side and he took that as a very hopeful sign. Their experience at Shanghai would prove of very great benefit, and he considered that in the course of two or three seasons they would develop into a strong combination.

## IMPUDENT ROBBERY.

## EUROPEAN FLAT ENTERED.

## HUMPHREY'S BUILDING INCIDENT.

An impudent robbery is reported by an smah employed at No. 11, Humphreys Buildings, who has informed the police that when she opened the front door in answer to a knock about 5 p.m. yesterday four men rushed in. Two of them seized her by the neck and pressed her face downwards on the floor while the others stole her gold ring. In answer to her cries of "safe life," the boy made his appearance, but was promptly seized and also robbed of a ring. All four men then ran out into the street and made off. The property stolen was valued together at \$20.

## WHY

## DOES HOT WATER CLEAN THINGS BETTER THAN COLD?

If the object which we desire to clean is soiled with a substance which contains no oil or fat—such as ordinary dust or dirt accumulated from the yard—we will find that cold water will cleanse it just as well as hot, for in this case the temperature of the water has no effect upon its ability to flush loose the particles of dirt. But the moment we attempt to wash anything greasy, such as the dinner dishes or even our hands on which there is always a minute deposit of oil from the skin, we will find that hot water will work far better than cold.

The difference, therefore, lies not in the degree of heat in the water itself, but in the character of the dirt which we are attempting to eradicate. Hot water turns solid fats and oils into a liquid, which is easy to wash away, while cold water merely solidifies these substances, and makes them adhere more closely than ever. As the great majority of dirt is of a greasy nature, whether on account of the oil which it contains or the bodily secretion with which it is mixed, hot water will be found more efficacious in at least ninety per cent, of the cases.

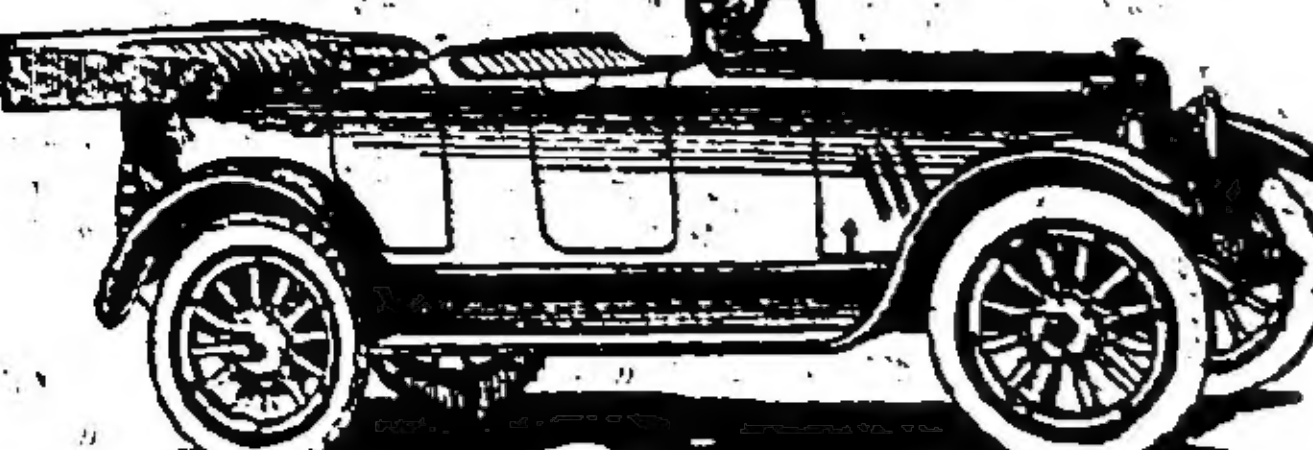
Three cases of plague (one fatal), one case of diphtheria, one fatal case of small pox, and one case of paratyphoid fever, all Chinese, were reported yesterday.

value and volume. In so far as imports from Europe are concerned almost 90 per cent. of them came in on board vessels flying the British, Dutch, French, and Belgian flags. That cannot be explained away as accidental or due to American supineness.



**MERCURY MOTOR CAR CO.**  
HONGKONG.

68-61 Des Voeux Road Central, HONGKONG.



ODDS AND ENDS.  
MAINLY SCISSORS LOOT.

## Money in Cricket.

Although no official announcement has been made by the Board of Control or the Victorian Cricket Association about the financial result of the recent visit of the English cricket team, says a Melbourne correspondent, it is understood that the visitors made a profit of £7,000 to £8,000. The English team's total share of receipts was thus between £22,000 and £23,000, out of which their expenses had to be paid. The amount to be divided between the various Australian associations and the Board of Control will, however, be considerably greater.

## Up-to-date Phones.

An automatic telephone system, said to be the last word in the business, is being installed at Fleetwood, which is the first town in England to have this innovation. At Stockholm the system is working with remarkable efficiency. Its great features are extreme technical simplicity and speed and as all its functions are automatic no assistants are required at the exchange. A subscriber will know immediately whether he can get the call he requires. If the line is engaged he will receive a signal by a high sounding note in the receiver. An arrangement actuated on the thermostat principle will automatically record faults, and the nature of the faults will be indicated by coloured lights.

## Clubland.

A combined club for both sexes which has been started at Erdington, a Birmingham suburb, puts to the proof a question which has long been debated by social and religious leaders. It is found that the mixed club is a real and practicable remedy for "the starved social life" to which so many communities are said to be doomed. The Erdington experiment may be expected to lead to a notable development in the work of the Y.M.C.A. and its sister organization, the Y.W.C.A. The clubhouse is a commodious hall with accommodation on the one hand for women and on the other for men. Connecting both is a common reception room, where the sexes can meet as freely as they choose.

## Pink-eye Lure.

One of the oddest freaks of the market ever known is troubling growers of potatoes and is the talk of half Lincolnshire and other places where potatoes flourish. Consumers in London insist on being supplied with the variety of potato known as "King Edward" that every other variety is almost unsaleable. The difference of price between the popular "King Edward" and others has been as much as £11 a ton to £1 10s. a ton, and the cheaper sorts are to-day hardly saleable at that. Though the "King Edward" is a splendid variety it is no better on the table than scores of other sorts. This household's insistence on "King Edward" is largely due, according to some of the biggest growers, to the potato's possession of a most obvious and characteristic pink eye. It is therefore almost the only variety that all buyers, however amateur, can recognize. The knowledge pleases them and they insist with one accord on having their pink eye, whatever the difference of price.

## How Have the Mighty—

The great wooden statue of Hindenburg erected during the war at the end of Berlin's avenue of victory is being offered for sale as firewood. The idea was to cover this statue with a coating of iron nails, and for the privilege of driving in a nail a small charge was made for the benefit of war charities. The people, however, tired of the business and the statue was never completely covered. The grim, ungainly effigy rusted and rotted. When all the other war idols fell in the days of defeat and revolution in November, 1918, the revolutionaries had not the heart to pull down the Hindenburg statue. But a year ago it was quietly removed. No one knew what had become of it, but now an advertisement has appeared in the papers in Berlin offering for sale the whole statue or a part as firewood.

## GENERAL ITEMS.

Started by two little boys while lighting cigarettes, a fire destroyed eight acres of gorse and underwood near Aldershot.

The sum of £10,000, a record on the British side of the Atlantic, has just been paid for Hedges Second Series, a British Friesian bull.

An electric light bulb in good condition was included in a haul of fish made off Beachy Head by the Ramsgate steam trawler "Olival."

Medical students dressed in white formed an arch with thigh-bones under which a newly married couple walked as they left a Wesleyan church at Bristol.

An admiral and brigadier-general are among the 500 applicants for the secretaryship of the Shropshire Orthopedic Hospital at a salary of £400 and a house.

Because the managers refuse to appoint the senior assistant as headmaster, the boys at the Wrexham national school have come out on strike for the second time.

Urging his clergy to play tennis, the Bishop of Birmingham suggested that they should also learn something of the mysteries of golf, which tried the temper and tested character.

Experiments were made with an aeroplane at Croydon aerodrome to test the new lighting arrangements which have been established with the idea of an eventual Continental night service.

The body of a man buried thirty years ago has been exhumed at Tipton, near Dudley, in order that it may be placed in the same grave as his widow at Alderley Edge, near Manchester.

About 265,000 employees of the State are in receipt of war bonuses, the Secretary of the Treasury stated in Parliament which increases their basic salaries of £36,000,000 to £45,000,000.

After watching in a village churchyard near Aldershot for some hours, because of stories of the appearance of a ghost, a policeman found that the nocturnal visitor was the sexton's grey horse.

When a tramway-car running from Oldham to Hyde jumped the rails and ran into a dwelling-house, a passenger who had unsuccessfully tried to get out at the stopping place was landed at his own door.

Opening his morning newspaper, M. Jean Huerbein, a motor mechanic at Verviers, found that he had won one of the three 1,000,000 francs (£140,000 nominal) prizes in the Belgian lottery for the devastated regions.

A Bill has been introduced in the House of Commons by Lieut.-Colonel Arthur Murray to ensure that no rabbit coursing takes place in Scotland except in circumstances where the animals are given a reasonable chance of escape.

## DRAGON BOAT DAY.

Messrs. Ah King, Koon Tai, and other philanthropic Chinese are having this season's dragon boat races over at Yau-mai, as the tidal current at North Point, where the races took place last year, was found much too strong. Seats and mattresses are up, and the proceeds all go to charity.

Having completed thirty years' service with the China Navigation Company Captain Pennesfather, one of the best known and best liked skippers on the China coast, has retired on pension and will return to his home in Ireland. Latterly the Captain has been engaged on the Hongkong-Bangkok run but, for many years he was on the old "Kaifong" trading between Hongkong and Manila.

## TO-DAY'S CABLES.

(Reader's Service to the China Mail)

AMERICAN WAR SECRETARY.

HIS IDEAS ON DISARMAMENT.

WAR WITH BRITAIN UNTHINKABLE; BUT THERE ARE OTHERS.

New York, June 9.

Mr. Weeks, Secretary for War, addressing graduates at the university declared that he abhorred war but for America to be the first to disarm would be the height of folly. Feverish military preparations were proceeding among those with whom America might possibly come in contact. He refused to give a moment's consideration to the possibility of war between America and Britain, remarking that "such a conflict would end civilisation."

TENNIS SURPRISE.

AMERICAN BEATS SHIMIDZU.

LONDON, June 9.

Yesterday's surprise in the third round at Beckenham was furnished by Shimidzu who was beaten by the American Hunter 6-2, 6-2. In the men's doubles second round Shimidzu and Hunter beat the Fyzees 6-3, 9-7. In the mixed doubles first round Shimidzu and Miss Hawkins won the match.

ADMIRAL SIMS OUTSPOKEN.

FURORE IN POLITICAL CIRCLES AT WASHINGTON.

LONDON, June 9.

An outspoken speech by Admiral Sims at a banquet in London this week attacking Irish-Americans and Sinn Féin propaganda has caused a furore in political circles at Washington. Mr. Denby, the Secretary of the Navy, has cabled Admiral Sims expressing amazement and requesting him immediately to cable if correctly quoted.

WESTRALIA GETS WIRELESS.

A 12,000 MILE RECEIVER.

PERTH, W.A., June 8.

A wireless receiving apparatus with a capacity of 12,500 miles has been erected at the observatory.

## POLICE COURT INCIDENT.

DEFENDANT FAINTS IN DOCK.

"SHOCKED AT THE LIES TOLD BY A WITNESS."

Hearing of the case in which opium was alleged to have been concealed in a false table top was begun before Magistrate Orme this morning when five Chinese were charged with unlawful possession at No. 92, Wellington Street of 90 taels of raw non-Government opium.

Mr. A. E. Hall, for the defence, entered a plea of "not guilty." Chief Preventive Officer Watt said that he found the defendants on the premises. He also found ten packets of opium concealed in the false top of a table. In the false drawer of a cabinet he found another large parcel of opium. On a writing table he found a set of scales similar to those used for weighing opium pots. In the writing table he found \$1,200 in notes. On a dressing table were two knives covered with opium. Further search brought to light a large parcel of scales. Some visiting cards found in the writing table bore the name of Lau Ngo Kee whose residence was given as 92, Wellington street, and business address as Tsun On Co., 31, Temple Street, Yau-mai.

By Mr. Hall: No one claimed the money seized by the witness, but the witness heard No. 1 say to No. 2 "Look after the money." It was in consequence of this that the witness seized the money.

Lee Tai Wai, shroff of Messrs. Gibb, Livingstone and Co., agents of the house, said the rent of the second floor was sometimes paid by second defendant and sometimes by fourth defendant.

By the Magistrate: The witness did not know on whose behalf the money was paid.

By Mr. Hall: Now I paid the rent on the 3rd moon of this year. That was the last occasion the witness went to the house to collect rent.

By Inspector Watt: The rents of both the first and second floors of the house were collected on the second floor. Once last year, No. 1 paid the rent of the first floor. At this juncture a sensation was caused by the fourth defendant unexpectedly fainting in the dock. When he came to a couple of minutes afterwards, the Magistrate enquired: "Are you alright now?"

The defendant: I was so shocked by the lies the witness had been saying, that I could not help fainting! The case is proceeding.

## KINEMA NOTES.

HONGKONG THEATRE.

The new programme for the week gives a magnificent drama in six splendid parts, written by Sir Gilbert Parker, "The Judgment House." Gaumont, Graphic depicts very interesting pictures of recent events. The programme is completed by a comedy.

## TO-DAY'S ADVERTISEMENTS.

## HONGKONG JOCKEY CLUB.

THE NEXT GIMKHANA is fixed for June 28th, 1921. Draft Programmes and Entry Forms may be obtained at the Race Course, Hongkong Club, Causeway Bay Stables, and the Office of the Jockey Club in Hongkong Club annex. Entries close Tuesday, 14th June, but it is requested that they be sent in earlier if possible. Hongkong, June 9, 1921.

## PUBLIC AUCTIONS.

THE Underigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONVEYORS),

## TUESDAY,

June 14, 1921, at 2.30 p.m. at their Fale Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

AN ASSORTMENT OF Superior Household Linens, &c. Comprising—

Sheeting, Pillow Cases, Bed Valances, Table Cloths, Serviettes, Glass and Kitchen Cloths, Bath Sheets and Towels, Huckaback Towels, Ladies' and Gent's Handkerchiefs, &c. &c. &c.

Terms—Cash. HUGHES & HUGHES, Auctioneers.

Hongkong, June 9, 1921.

(For account of R. J. HUNTER, Esq.)

## WEDNESDAY,

June 15, 1921, at 10.30 a.m. at 53, Nathan Road, Kowloon.

THE Valuable Household Furniture, &c. &c. &c. therein contained.

(Full Particulars from Catalogue). Terms—Cash.

HUGHES & HUGHES, Auctioneers. Hongkong, June 9, 1921.

## TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the China Mail, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

## SOMETHING DEPENDABLE.

DIARRHOEA is always more or less prevalent during this weather. Be prepared for it. Camberlain's Colic and Diarrhoea Remedy is prompt and effective. It can always be depended upon. For sale by all Chemists and Storekeepers.

## THE DRAGON MOTOR CAR CO.

South China Agents for Locomobile, Mercer, Chandler, Cleveland, Hudson, Essex and Dodge Cars.

## REDUCED RATES FOR MOTOR CAR HIRE.

Effective from this date we beg to announce reduced rates for motor car hire in Hongkong and Kowloon. Following are the new charges:—

## SMALL CAR.

Seating 4 besides chauffeur.....\$5 per hour  
Waiting.....\$1.00 per hour

## LARGE CAR.

Seating 6 besides chauffeur.....\$7 per hour  
Waiting.....\$1.50 per hour

## LARGE CAR.

Seating 6 besides chauffeur, Locomobile or Marmon cars...\$8 per hour  
Waiting.....\$1.50 per hour

## SEDAN (CLOSED) CAR.

Seating 4 besides chauffeur.....\$6 per hour  
Waiting.....\$1.00 per hour

## GARAGES.

In Hongkong at 24 Des Voeux Road Central, and 157-158 Praya East. Phone 492 & 3552.

In Kowloon at 26 Nathan Road. Phone 482 or K. 220.

PHONE, WRITE OR CALL.

June 8th, 1921.

## NOTICES.

## ALWAYS SOMETHING NEW

TO BE SEEN AT

## LANE, CRAWFORD'S



The New Washing

## SHIRTS &amp; SKIRTS

now on show featuring the Latest Smart Styles in Striped Cotton Garbardines, Crepons, etc. are ideal for all Sports Wear.

Trustworthy in every way and stamped with such excellence of cut, make and material. These Garments are the last word in Utility, Durability and all-round value.

## NEW RECORDS

- |      |               |                             |
|------|---------------|-----------------------------|
| 3301 | WHISPERING    | IF A WISER COULD MAKE IT SO |
| 2905 | SWANEE        | MISTERY                     |
| 3322 | AVOLON        | JAPANESE SANDMAN            |
| 2982 | IN OLD MANILA | CORAN MOON                  |
| 2955 | LOVE NEST     | SONG OF THE ORIENT          |

## ANDERSON'S



## EVERYTHING IN THE SWIMMING LINE

FOR

## LADIES and GENTS

INCLUDING

VEST, BONNETS, WIGGS, TOWELS, SHOES, Etc.

Get ready for the Swimming Season By equipping yourself

AT

## THE SINCERE CO., LTD.

"HONGKONG EMPORIUM"

## TRIALS SOLICITED BY

JAMES STEER

THE CHRONOMETER AND WATCH MAKER (Contractor to H. M. Naval Yard.)

9, ICE HOUSE STREET, HONGKONG.

## Vickers' LONDON Gin

The Perfection of over a Century's Experience in Gin Distilling

"BOTH BRANDS ARE BENEFICIAL!"

FINEST LONDON OLD TOM FINEST LONDON UNSWEETENED



Price per Case 1 doz. qts. Duty Paid \$23.00

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.

1, QUEEN'S ROAD CENTRAL, HONGKONG.











## SHIPPING.

## BILLS OF LADING

IMPERIAL SHIPPING BOARD.

Overshadowed as it has been by other events, the report of the Imperial Shipping Committee dealing with the alleged limitation of shipowners' liability by clauses in bills of lading, has not received the attention the subject deserves. It is natural that traders and shipowners should hold somewhat different views on this vexed question, but the evidence tendered to the Committee brought out quite clearly the fact that in practice here is no charge which can be sustained that shipowners are disposed to stand on their legal rights. Proof was given that they are, except in an infinitesimal number of cases, prepared to pay reasonable claims for loss or damage to goods. The clauses which have been inserted in bills of lading, and to which some objection is taken by trading interests, are rather designed to protect the shipowner against being made responsible for bogus claims than for other purposes. It is satisfactory to note that as a result of the inquiry made no charge of unreasonableness against shipowners can be sustained, and, indeed, the report definitely stated that any legislation which might be enacted to change the present practice would be an advantage to those shipowners who are—and this includes the vast majority—prepared at all times to pay reasonable claims.

### GENERAL NOTES

It is reported that Messrs. J. Ridley Son, and Tully have just purchased a steamer of 6,300 tons, built 1893-4, at £5 a ton. The steamer belonged to a well-known Liverpool company.

The crew of the Margate motor fishing boat "Enterprise" were awarded £120 and costs at the City of London Court for saving the sailing barge "Tintara," which had a cargo of cement worth £1,800, off Margate in January.

Two German seamen, whose ship, the "Adriatic," was lying in the West India Dock, were at Thames Court fined £50 each (in default three months' imprisonment) for harbouring and concealing 14 German clocks with intent to defraud the Customs.

Passengers and crew numbering 229 were rescued from the Brazilian liner "Uberaba," 6,062 tons, by the Liverpool liner "Justin" off the Brazilian coast on March 25. The "Uberaba" struck a reef, and the "Justin" on receiving the S.O.S. message searched for hours before she found her.

It is reported from Riga that the Finnish Government will raise the two British torpedo craft, the "Verulam" and the "Victoria," which sank in the eastern part of the Gulf of Finland two years ago. The salvage expenses will amount to about 4,000,000 Finnish marks, while the costs of reconditioning will amount to 20,000,000 marks.

The Shipowners' Parliamentary Committee have appointed Sir Owen Phillips, M.P., the president of the Chamber of Shipping, Sir Frederick Lewis, and Mr. Noble as sub-committee, with power to co-opt others, to confer with the dock and harbour authorities of the United Kingdom to go further into the matter of providing a remedy for the nuisance caused by the discharge of oil and oil water into docks, harbours and waterways, with a view to coming to an agreement with the Board of Trade on the question.

It is common knowledge that the Diesel engine will run on almost every kind of oil, but engines of the not-bulb or semi-Diesel type are not so flexible in this respect. In many parts of the world it would be of great advantage to run such fine movers on

**DAIRY FARM NEWS.**

---

**JUST RECEIVED**

consignment of Smoked Fish direct from the

**SCOTTISH FISHERIES**

Fillets,  
Haddocks,  
Kippers.

---

**THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.**

We have just received a small Sample consignment of the latest Styles and are offering them at much below usual prices.

**LADIES' BATHING CAPS**  
from \$1.00 to \$2.50 each.

## BATH TOWELS

GOOD SIZE,      GOOD VALUE  
At Popular Prices.

**WHITEAWAY, LAIDLAW & CO., LTD.**  
**HONGKONG.**

locally-produced vegetable oils. With a view to ascertaining whether this was a practicable proposition, experiments have been carried out at the Ansaldo San Giorgio Works at Turin, on an engine of the semi-Diesel type. Satisfactory results were obtained with both cottonseed oil and palm oil, but naturally the consumptions were higher than with residual oils derived from petroleum, owing to the lower caloric values of the vegetable oils.

mand. The through journey from London to Egypt can, by using the "Esperia," be performed in five days. The Italians built most of their vessels, both liners and warships; shipbuilding is one of the many industries in Italy that has made very rapid strides during the last decade.

The P. & O. s.s. "Devanah," arrived London on June 6.

The T.B.K.s.s. "Taiyo Maru" arrived at Yokohama on June 7 and sailed on June 9 for Honolulu and San Francisco.

The N. Y. K. s.s. "Tambo Maru" (Liverpool Line) left Birkenhead for this port via Suez on May 23 and is expected here on July 10.

The s.s. "Mentor," (Blue Funnel Line) left Singapore on June 7 for Hong-kong and is due here on June 11.

The T.S.R. ss. "Tenyo Maru" will arrive at Manila on June 9 and sail on June 10, arriving at Hongkong on June 12.

The N. Y. K. s.s. "Rangoon Maru" (Calcutta Line) left Singapore for this port on June 8 and is expected here on June 14.

The T.K.K. s.s. "Shinyo Maru" sailed from Honolulu on June 8 and is due at Yokohama on June 19.

The N. Y. K. "Mishima Maru" (European Line) left London for this port via Suez on May 28 and is expected here on July 8.

## BRINGING UP FATHER.





# NOTICE TO SHIPPERS AND PASSENGERS.

## PROJECTED DEPARTURES

## CHINA COAST, ETC.

SWATOW	HAIPHONG
June 10—C. N. Hupoh.	June 10—D. L. Hupoh.
10—D. L. Hupoh.	10—D. L. Hupoh.
12—C. N. Hupoh.	12—C. N. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.
18—D. L. Hupoh.	18—D. L. Hupoh.

AMGOY	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.
18—D. L. Hupoh.	18—D. L. Hupoh.

FOOCHOW	HAIPHONG
June 10—D. L. Hupoh.	June 10—D. L. Hupoh.
12—C. N. Hupoh.	12—C. N. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.
18—D. L. Hupoh.	18—D. L. Hupoh.

SHANGHAI	HAIPHONG
June 11—P. & O. Hupoh.	June 11—D. L. Hupoh.
13—C. N. Hupoh.	13—C. N. Hupoh.
15—J. G. L. Hupoh.	15—J. G. L. Hupoh.
17—C. N. Hupoh.	17—C. N. Hupoh.
19—D. L. Hupoh.	19—D. L. Hupoh.

WEIHAWEI AND CHEFOO	HAIPHONG
June 11—C. N. Hupoh.	June 11—D. L. Hupoh.
13—C. N. Hupoh.	13—C. N. Hupoh.
15—D. L. Hupoh.	15—D. L. Hupoh.

TIENSIN	HAIPHONG
June 11—C. N. Hupoh.	June 11—D. L. Hupoh.
13—C. N. Hupoh.	13—C. N. Hupoh.
15—D. L. Hupoh.	15—D. L. Hupoh.

NEWCHWANG	HAIPHONG
June 11—C. N. Hupoh.	June 11—D. L. Hupoh.
13—C. N. Hupoh.	13—C. N. Hupoh.
15—D. L. Hupoh.	15—D. L. Hupoh.

TSINGTAO	HAIPHONG
June 11—C. N. Hupoh.	June 11—D. L. Hupoh.
13—C. N. Hupoh.	13—C. N. Hupoh.
15—D. L. Hupoh.	15—D. L. Hupoh.

PUKOW	HAIPHONG
June 11—C. N. Hupoh.	June 11—D. L. Hupoh.
13—C. N. Hupoh.	13—C. N. Hupoh.
15—D. L. Hupoh.	15—D. L. Hupoh.

KEELUNG	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

TAKAO	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

HAIPHONG AND HOIHOW	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

SAIGON	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

SINGAPORE	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

BANGKOK	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

PHILIPPINE ISLANDS, ETC.	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

MANILA	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

CEBU AND ILOILO	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

INDIAN PORTS, ETC.	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

BOMBAY AND COLOMBO	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

AUSTRALIAN PORTS	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

SYDNEY AND MELBOURNE	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

JAPAN PORTS	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

AMGOY	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

FOOCHOW	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

SHANGHAI	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

WEIHAWEI AND CHEFOO	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

# AMERICAN PORTS

## VANCOUVER.

SWATOW	HAIPHONG
June 10—C. N. Hupoh.	June 10—D. L. Hupoh.
10—D. L. Hupoh.	10—D. L. Hupoh.
12—C. N. Hupoh.	12—C. N. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.
18—D. L. Hupoh.	18—D. L. Hupoh.

AMGOY	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.
18—D. L. Hupoh.	18—D. L. Hupoh.

FOOCHOW	HAIPHONG
June 10—D. L. Hupoh.	June 10—D. L. Hupoh.
12—C. N. Hupoh.	12—C. N. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.
18—D. L. Hupoh.	18—D. L. Hupoh.

SHANGHAI	HAIPHONG
June 11—P. & O. Hupoh.	June 11—D. L. Hupoh.
13—C. N. Hupoh.	13—C. N. Hupoh.
15—J. G. L. Hupoh.	15—J. G. L. Hupoh.
17—C. N. Hupoh.	17—C. N. Hupoh.
19—D. L. Hupoh.	19—D. L. Hupoh.

WEIHAWEI AND CHEFOO	HAIPHONG
June 11—C. N. Hupoh.	June 11—D. L. Hupoh.
13—C. N. Hupoh.	13—C. N. Hupoh.
15—D. L. Hupoh.	15—D. L. Hupoh.

TIENSIN	HAIPHONG
June 11—C. N. Hupoh.	June 11—D. L. Hupoh.
13—C. N. Hupoh.	13—C. N. Hupoh.
15—D. L. Hupoh.	15—D. L. Hupoh.

NEWCHWANG	HAIPHONG
June 11—C. N. Hupoh.	June 11—D. L. Hupoh.
13—C. N. Hupoh.	13—C. N. Hupoh.
15—D. L. Hupoh.	15—D. L. Hupoh.

TSINGTAO	HAIPHONG
June 11—C. N. Hupoh.	June 11—D. L. Hupoh.
13—C. N. Hupoh.	13—C. N. Hupoh.
15—D. L. Hupoh.	15—D. L. Hupoh.

PUKOW	HAIPHONG
June 11—C. N. Hupoh.	June 11—D. L. Hupoh.
13—C. N. Hupoh.	13—C. N. Hupoh.
15—D. L. Hupoh.	15—D. L. Hupoh.

KEELUNG	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

TAKAO	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

HAIPHONG AND HOIHOW	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

SAIGON	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

SINGAPORE	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

BANGKOK	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

PHILIPPINE ISLANDS, ETC.	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

MANILA	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

CEBU AND ILOILO	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

INDIAN PORTS, ETC.	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

BOMBAY AND COLOMBO	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

AUSTRALIAN PORTS	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

SYDNEY AND MELBOURNE	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

JAPAN PORTS	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

AMGOY	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

FOOCHOW	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

SHANGHAI	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

WEIHAWEI AND CHEFOO	HAIPHONG
June 12—C. N. Hupoh.	June 12—D. L. Hupoh.
14—D. L. Hupoh.	14—D. L. Hupoh.
16—C. N. Hupoh.	16—C. N. Hupoh.

# FANKS.

## ASIA BANKING CORPORATION

### (AN AMERICAN BANK)

CAPITAL... U.S. \$ 4,000,000  
RESERVE FUNDS... U.S. \$ 1,450,000

HEAD OFFICE: NEW YORK  
BRANCH: SAN FRANCISCO

HEAD OFFICE FOR THE ORIENT: SHANGHAI

BRANCHES: CANTON, HANKOW, MANILA, TIENSIN, CHANGSHA, PEKING, SINGAPORE.

D. M. BIGGAR, Manager.

# FARES FOR PUBLIC VEHICLES.

## CHAIRS.

I.—In Victoria, with two Bearers.

Quarter hour	10 cents
Half hour	20 "
One hour	35 "
Two hours	60 "
Three hours	85 "
Six hours	1.10
Day (8 a.m. to 5 p.m.)	1.00

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour	60 cents
Three hours	1.00
Six hours	1.50
Day (8 a.m. to 5 p.m.)	2.00

III.—In the Hill District, with 4 Bearers.

Quarter hour	\$0.15
Half hour	\$0.30
One hour	\$0.45
Two hours	\$0.70
Three hours	\$0.95
Six hours	1.50
Day (8 a.m. to 5 p.m.)	2.00

NOTE.—If the ricksha is engaged within the City of Victoria, and is discharged outside the Western part of the City of Victoria after 9 p.m., or is discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

IV.—In the Island of Hongkong, if engaged in Victoria.

Ten minutes	5 cents
Quarter hour	10 "
Half hour	15 "
One hour	25 "
Every subsequent hour	30 "

NOTE.—If the ricksha is engaged within the City of Victoria, and is discharged outside the Western part of the City of Victoria after 9 p.m., or is discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

V.—In the Island of Hongkong, if engaged in Victoria.

Quarter hour	5 cents
Half hour	10 "
One hour	15 "
Every subsequent hour	20 "

NOTE.—If the ricksha is engaged within the City of Victoria, and is discharged outside the Western part of the City of Victoria after 9 p.m., or is discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

VI.—In the Island of Hongkong, if engaged in Victoria.

Quarter hour	5 cents
Half hour	10 "
One hour	15 "
Every subsequent hour	20 "

NOTE.—If the ricksha is engaged within the City of Victoria, and is discharged outside the Western part of the City of Victoria after 9 p.m



